

The China Mail

Established February, 1845.

VOL. XLIV. No. 7739.

號三十一年八月八日

HONGKONG, WEDNESDAY, JUNE 13, 1888.

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C.—GEORGE STREET & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C.—BATES & HINDY, 37, Wallbrook, E.C.—SAMUEL DEACON, 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE:—ANDRE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS generally:—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, Melbourne and Sydney.

SEYCHELLES:—W. M. SMITH & CO., THE APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.:—SAVAGE & CO., Square, Singapore. C. HENSEN & CO., Manila.

CHINA:—MACAO, F. A. de CRUZ, SAWTON, JEROME & CO., AMoy, N. MOALLE, FOSHAN, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Books.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked "On Hongkong Savings' Bank Business" is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager. Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000 RESERVE FUND, \$3,900,000 RESERVE LIABILITY OF PRO-FRANCHISEES, \$7,500,000

COURT OF DIRECTORS.

Chairman:—HON. JOHN BELL IRVING. Deputy Chairman:—W. H. FORBES, Esq. C. D. BOTTOMLEY, S. O. MICHAELSEN, Esq.

W. G. BRODIE, Esq. J. S. MOSES, Esq. H. L. DALBYMPLE, Esq. N. A. SIEBS, Esq. B. LAYTON, Esq. E. A. SOLOMON, Esq. Hon. P. McEWEN.

CHIEF MANAGER. Hongkong, Thomas JACKSON, Esq. MANAGER. Shanghai, EVEN CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG. INTEREST ALLOWED. ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

ON Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED. Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Esq. Chief Manager. Hongkong, April 25, 1888. 363

Notices of Firms.

NOTICE.

WE have this day authorized Mr. JULIUS KRAMER to sign our firm. ARNHOLD, KARBERG & CO. Hongkong, June 12, 1888. 966

NOTICE.

MY interest and responsibility in the firm of HAHN, PIRON & CO. has ceased from this day.

E. PIRON, Hongkong, 1st June, 1888.

I HAVE this day taken over the BUSINESS of HAHN, PIRON & CO., and will carry on the same in future under the style of A. HAHN.

Dealer in Pianos & Musical Instruments. Hongkong, 1st June, 1888. 957

SAILOR'S HOME.

ANY Cast-of Clothing, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point, Hongkong, July 25, 1888.

Intimations.

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

Regular MEETING of the above LODGE will be held in the Freemason's Hall, Zetland Street, on SATURDAY NEXT, the 16th instant, at 8:30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, June 12, 1888. 960

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for PUBLIC TRAFFIC on WEDNESDAY, 30th May.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:

8 to 10 a.m. every quarter of an hour. 12 " 2 p.m. " half hour. 4 " 8 " quarter of an hour.

SUNDAYS.

1 past 12 to 1 past 9 every quarter of an hour, and from 4 to 8 p.m. every quarter of an hour.

UP:—Tickets may be obtained in the Cars. First-class, 30 Cents; Second-class (intended for Soldiers, Sailors and Police-men only), 20 Cents; Third-class (intended for Chinese only), 10 Cents.

DOWN:—Tickets at HALF the above Rates.

GENTLEMEN are requested NOT TO SMOKE in the First-class Compartment.

Tickets for 30 trips up and 30 trips down, First-class, at \$12.00; and Tickets for six trips up and six trips down, at \$2.50; Five-Cent Coupons and REDUCED TICKETS for Servants in the other classes may be obtained at the Office of the GENERAL MANAGERS.

Hongkong, June 6, 1888. 922

PIESSE & LUBIN, Perfumery FACTORIES, from every flower breathes a fragrance.

SWEET SCENTS, LOXOTIS OPOPONAX, FRANGIPANNI, PSIDIUM. May be obtained of the above or Perfumer, 3, New Bond Street, London.

TALL SILK HATS. DRAB FELT HATS. BLACK, BROWN, DRAB and GREY HABF FELT HATS. TERAI and other SOFT FELTS. TWEED HATS and CARDS in new shapes. STRAW and PITH HATS. SILK UMBRELLAS, from \$5, over 10" to choose from. WALKING STICKS, a very large assortment. WATERPROOF COATS, LEGGINGS and CHAIN ARBONS. TRAVELLING RUGS & SCOTCH MANTS. OVER COATINGS, light and heavy. OVER COATINGS, Ulster Tweeds.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

Hongkong, February 21, 1888.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head-Officer, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary. Hongkong, August 25, 1885. 1458

NOTICE.

PUNJUM & SUNGHE DUA SAMAN-TAN MINING COMPANY, LIMITED.

HONGKONG. NOTICE is hereby given that the Under-signed FULLY PAID-UP SHARE CERTIFICATES were DESTROYED by FIRE at Fochow, on the 5th January, 1888.—Script 75/78, 40 Shares, Hon. O. P. CHATER, 275/790.

WELL VENTILATED BILLIARD ROOM. TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

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Intimations.

HAROLD DOWSON, Agent, Hongkong.

Hongkong, August 24, 1888. 1016

Business Notices.

LANE, CRAWFORD & CO.

JUST RECEIVED.

OUR NEW STOCK OF STRAW HATS, FANCY PUGGAREES AND HAT BANDS.

L. C. & CO.'S FLEXIBLE FELT HATS,

WITH PATENT PERSPIRATION-PROOF BANDS.

NEW SHAPES

TERAI HATS.

LANE, CRAWFORD & CO.

J. MARINBURK, COLLEGE CHAMBERS,

NOTICE TO THE PUBLIC.

BEGS to inform the Public that he has made GREAT REDUCTIONS IN PRICES

OF FURNITURE AND UPHOLSTERING

IN LATEST DESIGNS.

All the Work is made under My Supervision and I use the best Coverings, Plushes and Materials. Guarantee all the Work of best Workmanship.

Hongkong, May 30, 1888. 878

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

L. C. & CO.'S FLEXIBLE FELT HATS,

WITH PATENT PERSPIRATION-PROOF BANDS.

NEW SHAPES

TERAI HATS.

LANE, CRAWFORD & CO.

J. MARINBURK, COLLEGE CHAMBERS,

Entertainment.

THEATRE ROYAL,
CITY HALL.
FOR A SHORT SEASON ONLY!
COMMENCING
SATURDAY EVENING,
the 10th June, 1888.

**WASH NORTON'S FAMOUS
WORLD OF WONDERS.**

A Combination of superlative excellence, and beyond comparison, including the following WORLD-KNOWN ARTISTS AND STELLING NOVELTIES!

Mr. & Mrs. WASH NORTON,
Refined Sketch Artists.

**THE MONARCHS OF GROTESQUES,
THE HARVEY BROTHERS**
(WILLIAM & CHARLES).

The Great Original Egyptian and Oriental Necromancer.

ACHMED ALI BEY,
In his Unique Entertainment of Egyptian, Arabian and Hindoo Illusions.

Assisted by Miss HAIDA.

ALBERT LINTON,
The Wonderful Young Lighting Sketch Artist.

PROFESSOR ALFRED JENSEN:
GALATEA.

The animated Statue.

Mr. WASH NORTON,
In his Astounding Quick Changes.
ZITKA, THE ENTRANCED LADY,
Or Floating in the Air, &c., &c.

Prices of Admission:
Dress Circle and Stalls \$2.00;
Pit \$1.00.

Seats can be reserved at Messrs. KELLY & WALSH, LIMITED, under Hongkong Hotel.

Doors Open at 8.30 P.M.
Performance Commences at 9 O'CLOCK.
CHAS. DERMER,
General Agent.
Hongkong, June 11, 1888. 950

Notices to Consignees.

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**
FROM ANTWERP, LONDON AND
SINGAPORE.

THE Company's S.S. *Chrysanthemum*, having arrived from the above Port, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before noon to-day.

Cargo remaining undelivered after the 15th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,
General Managers.**

Hongkong, June 8, 1888. 933

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. *Tsingtao*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 18th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,
General Managers.**

Hongkong, June 11, 1888. 954

INSURANCES.

NORTHERN ASSURANCE COMPANY.

THE Undersigned having been appointed Agents, in conjunction with Messrs. TURNER & CO., for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. HEWETT & CO.

Hongkong, June 7, 1888. 929

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLIDAY, WISE & CO.
Hongkong, July 25, 1882. 498

**NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.**

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.

Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO.,
Agents.

Hongkong, July 15, 1882. 1340

To-day's Advertisements.

**THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.**

FOR SWATOW AND BANGKOK.

The Company's Steamship *Kong Beng*,

Captain R. JONES, will be despatched for the above Ports on

SATURDAY, the 16th

Instant, at Noon.

For Freight or Passage, apply to

YUEN FAT HONG,

Agents.

Hongkong, June 13, 1888. 973

UNION LINE.

FOR SINGAPORE.

The Steamship *Friar*,

Captain COON, will be despatched for the above Port on

SATURDAY, the 16th Instant, at 2 p.m.

For Freight or Passage, apply to

RUSSELL & CO.,

Agents.

Hongkong, June 13, 1888. 970

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KÖBE AND

YOKOHAMA.

The Steamship *Merionethshire* will be despatched for the above Ports on or about the 19th Instant.

For Freight or Passage, apply to

ADAMSON, BELL & CO.,

Agents.

Hongkong, June 13, 1888. 972

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**

FOR SINGAPORE, PENANG AND

CALCUTTA.

The Co.'s Steamship *Tsingtao*,

Capt. JACKSON, will be despatched as above on

WEDNESDAY, the 20th Instant, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, June 13, 1888. 968

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, KÖBE AND

YOKOHAMA.

The Co.'s Steamship *Anday*,

Commandr. DELACROIX,

will be despatched for the above Ports on or about WEDNESDAY, the 20th instant.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 13, 1888. 909

SHIRE LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND

YOKOHAMA.

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General Managers.**

Hongkong, June 11, 1888. 954

Vessels Advertised as Loading.

Destination.

Vessel.

Captain.

Agents.

Date of Leaving.

Arrived.

Share List—Quotations.

JUNE 13, 1888.

SHARE LIST—QUOTATIONS.

Stocks.

Value.

Paid up.

**Position per last
Report.**

Balance, f.p.c.

Last Divid.

**Divid. Quotations,
Cash.**

BANKS.

Hongkong and Shanghai Bank Corp.

50,000 £

125 all £

\$ 3,000,000

\$ 20,903.51 at

30/for 1/ year
working, a/c

to Dec. 31/87

8158 % prem.

INSURANCES.

North-China Insurance Co., Ltd.

200 £

all £

\$ 100,000

\$ 30,406.12 at

1886

£ 275 ex div.

YUNG-TZE INSURANCE COMPANY, LTD.

25 all £

\$ 50,000

\$ 3,653,757.45 for

1886

CHINESE diarrhoea spread yesterday to a rather alarming extent in Victoria Gaol. At six o'clock in the morning there was only one case in the ward, but between then and nine o'clock no less than nine fresh cases were admitted. About seven o'clock, after four or five cases had come in, Dr. Marques sent an order for four prisoners to act as hospital nurses. Four strong men, good workers, were chosen, and were detailed to empty spittoons and do other menial nurse work. One of these four, after he had been a few minutes in the Hospital and before he had done scarcely any Hospital work, lay down on the passage and complained of being sick. It was soon seen that this 'nurse' must be made a patient forthwith. He was attended to by Dr. Marques and was seen two or three times by Dr. Ayres. Their care was unavailing and he died last night at 11.30. An inquest was held in the Gaol to-day. We have not time to reproduce the evidence at length to-night. It went to show that the deceased had an attack of diarrhoea about four o'clock yesterday morning, but did not consider it serious and made no complaint. He took his rice in the morning, and before breakfast helped to empty the night-soil buckets. The medical evidence of Drs Marques, Ayres and Cantlie was that death resulted from choleraic diarrhoea. Dr. Cantlie, however, said he would like to make some remarks about the water supply of the Gaol. He believed it was obtained from Glencairn ravine and that a guard had been placed over the tank there on account of the water being found impure. The Coroner, Mr. Wedderburn, cut him rather short. On, however, one of the jurors enquiring if any cause could be assigned why ten men should be struck down with diarrhoea in one day, the Coroner recalled Dr. Ayres and questioned him on the water supply. Doctor Ayres said he attributed the outbreak of cholera to the unusual wet weather and cold nights, which had been phenomenal this year in the month of June. The Gaol water was brought by pipes from the tank at Glencairn Ravine. There was reason to think that the water might be polluted, and a policeman had been put on guard over the tank night and day. Mr. Crow had received a complaint that the coolies were emptying the night-soil buckets up there. This was quite possible, as there was no protection to the tank. The pollution, however, could not be for any length of time, as the water was continually coming in and going out.

The Shanghai *Mercury* says:—The a.s. *Kuang*, belonging to Messrs Jardine, Matheson & Co., which has been moored for some time past down the river on the Pootung side, some distance below Messrs Boyd & Co.'s dock, broke from her moorings shortly after noon on the 7th inst. The tide was on the flood and the vessel was in danger of running down the a.s. *Kiangpian*, which was a few lengths higher up. The watchman, with great presence of mind, shifted the helm and headed for mid-stream, hoping to get assistance in answer to his signals, but before it could come the vessel drifted bow on to the *Bellerophon* lying alongside the wharf, and caught her amidstships denting her side and starting some of the stanchions and rivets, which will compel her going into dock. The *Kuang* was brought up at once with a line, and after being taken by the tug-boat *Fairy* to the upper end of Messrs Jardine's wharf. She appears to have suffered but slightly. Part of her chafing board was carried away, the main-rail sprung and a stanchion bent being about the extent of her damage.

SENATOR SCHULZ'S Committee appointed to inquire into the resources of the Great Mackenzie Basin report that the extent of the region is 1,230,000 square miles; that its coast line on the Arctic Ocean and Hudson's Bay measures 5,000 miles, over one half of it being easily accessible to whaling and sealing craft; that the navigable coast-lines of the larger lakes of the region extend for 4,000 miles; that river navigation is practicable for 2,750 miles; that within the region there is a possible area of 650,000 square miles fit for potato-growing, 407,000 suitable for the cultivation of barley, and 316,000 for that of wheat; that the pastoral area is equal to 800,000 square miles; that 150,000 square miles are arid; and, that the evidence submitted to the committee points to the existence in the Athabasca and Mackenzie valleys of the most extensive petroleum field on the American continent, if not in the world.

The *Tablet* says:—Rumour has been busy during the week with the name of the Cardinal Archbishop. It has been stated by several of our Protestant contemporaries that his Eminence will probably be offered one of the new life peerages in the reformed House of Lords. It would be difficult to find another man in England who so perfectly combines official and personal fitness for such a position. And it is pleasant to see how immediately public opinion has pointed to him as one whom it delights the people to honour. It would be a little curious, also, as affording another instance of the compensations which sometimes come to those who have sacrificed much. The dignity in the Anglican community which once seemed to await the Archdeacon of Chichester was put aside, and to-day he is a Prince of the Church; if he be now raised to the peerage—and, if there are to be life peerages at all, it will be impossible to pass him over—even as a temporal peer he will take precedence of the Bishops of the Establishment.

THE CHARGES AGAINST THE CREW OF THE CHILDWALL.

The sixteen members of the crew of the British barque *Childwall*, who are charged with insubordination and attempting to scuttle the ship, were brought before Commander Rumsey, Harbour Master, to-day on remand.

Mr. Bowles (of Messrs Wotton and Deacon's office), who appeared for Captain Watson of the *Childwall*, said if Commander Rumsey intended to go on with the case in this court he must ask for a remand. It seemed to him from the Ordinance under which the case was brought that the powers of the Marine Magistrate were too limited to admit of his dealing with such serious charges as were brought here. The prisoners were charged (1) with insubordination, (2) with combined refusal of duty, (3) with assault, and (4) with attempting to scuttle the ship.

Commander Rumsey said three of the charges might be dealt with by him, but the fourth, that of attempting to scuttle the ship, was certainly a very serious one. The official papers, from the Consul at Manilla referring to the case had been sent to him, and he was now awaiting instructions on the matter. It might be decided to refer the case to the Police Court, but he thought that as he had begun to hear it he would not refer it to the Police Court before he had received the instructions he referred to.

Mr. Bowles said he might state that the Attorney General had been consulted on the matter, and he was of opinion that the proper proceedings would be to send the prisoners before the Police Court on all four charges.

Commander Rumsey said he thought it would be more in order for him to remand the case till he received instructions. He would therefore remand it till 10.30 a.m. on Saturday.

HAVING the courage to live within one's means is respectability.—*Beaconsfield*. A WOMAN'S life is made up of little things. Make her life happy by little courtesies.

The way to gain a good reputation is to endeavor to be what you desire to appear—*Socrates*.

A MAN'S nature will show through the fabric of his work, let him follow in the steps of what masters he will.

Advice, like snow, the softer it falls, the longer it dwells upon, and the deeper it sinks into the mind.—*Coleridge*.

A new thing in duds' imported hats the spring would be brains.—*New York Tribune*.

The man who is looking for something to do rarely finds anything, but if he is willing to do anything he can always find something.—*T. B. Bits*.

A MAN may be truthful in everything else, but he always played a better game of billiards several years ago than he does now.—*Philadelphia Call*.

The ends to be kept in view, all are unimportant compared with the end of character-making, and yet character-making is an end wholly unrecognized. It is a never-known which is the moving agent in conduct, but it is always the feeling which goes along with that knowledge or is excited by it.—*Spencer*.

The *Nagasaki Express* says:—Gold in considerable quantity is said to have been discovered among the hills near Yagami, some two or three miles from this place. The story of the discovery is told as follows:—Some twenty years ago an astrologer of the town declared that from certain observations of the heavens he had made he was assured that gold existed at some point close to, if not actually in Nagasaki, and his earnestness so prevailed upon a certain Mr. Yasuimura Asaki and some others that they have ever since been searching for the favoured spot. At last, we believe, their faith has been rewarded by a find of the precious metal near Yagami, as above stated. Specimens of the ore, and also of the pure gold extracted from it, are said to be despatched to Tokyo, with an application for government permission to work the mine.

CORRESPONDENCE.

THE PEAK TRAMWAY.

To the Editor of the 'CHINA MAIL.'

12th June, 1888.

Sir,—If your correspondent 'L.S.D.' would take the trouble to go to the tramway car, he would probably find that he is mistaken as regards the classes for passengers.—Yours faithfully,

A. FINDLAY SMITH.

It appears to us that passengers are quite within their rights in demanding to travel anywhere on the car (except on the conductor's platform or the roof), in return for the fare charged on the class which they occupy. This, we understand, is what the General Managers are prepared to admit. At present, however, so far as we can learn, the relation of demand to supply is somewhat irregular; and as there is as yet only one car running at either end of the line—and not a long train of 1st, 2nd, and 3rd class cars—the field of operations is necessarily somewhat restricted. With one car only, the Company naturally endeavoured to provide for differing nationalities and classes in Hongkong Society. This class, roughly speaking, 'belong Indian and gentleman,' that 'belong other men,' and 'belong Chinese coolie.' Some such classification appears to have been tried. The improvement in discipline and efficiency of both officers and crew; with the exception of some engineers and gunnery teachers, there were none but Chinese officers to handle the ships, and the strike forward thus made is no short one.

The vessel was clean and orderly, the men prompt and obedient, though as yet they have not fully acquired that cat-like activity which marks the highly trained man-of-war's man. The arms, both heavy guns and small arms, were in beautiful condition; a point of the highest importance is to make the soldier or the sailor take pride in the condition of his weapons.

It is a pity that a similar compliment cannot be paid to the appearance of the crew, but to the European eye the loosely fitting dress of both officers and seamen detracts very much from smartness, and it might be kept cleaner. It is not Lord Wolseley who said: 'Give a soldier a smart uniform, well-made, well put on—the he is attractive to the women—then he thinks himself twice the man'?

Q. E. D. That only shows the force of the truth that at the bottom of everything, good or bad,

is one of the really stronger sex.

The Chinese officers seem to know how to enforce discipline, for their commands are obeyed promptly and without question; but there is too much of that abominable Chinese inquisitiveness into the affairs of others, shown by men crowding round and suspending their work when orders or instructions were being given to others.

It would be well, too, if, on occasions of this kind, some limit was put to tag-rag and boorish coolies, who accompany the mandarins. They litter the decks, inconveniently crowd the ships, and are probably of comparatively small use.

The incessant signals passing from the flagship were quickly repeated or acknowledged, and indeed the signalling, whether by flag or semaphore, seemed to be smartly worked.

Mention of the flagship brings to mind the principal cause that have brought about this outlay on the river works in Honan, and the preparations for the approaching marriage of His Imperial Majesty. The Ministers of the Board of Revenue have accordingly submitted a memorial proposing certain measures to tide over the present difficulties. From this memorial it would appear that the general receipts from the different provinces amount annually to about Tls. 8,000,000, while from tribute rice the income is over Tls. 1,000,000. Then there is an income of Tls. 2,000,000 for the maintenance of frontier defence, another Tls. 2,000,000 for the pay of the interior garrisons, and still another Tls. 2,000,000 for the pay of the army. In addition to these, there is the forty per cent. of the customs revenue receipts of which are received by the Board of Revenue and disbursed by them for public purposes, as may be approved by the Throne. Formerly the receipts from the provinces being full and regular, the funds in the Treasury were quite sufficient to meet the required disbursements; but in recent years, on account of the urgent demands made on the different provinces to prepare for coast defence, to purchase ships-of-war, to pay back interest and principal on foreign loans, etc., they invariably withhold a part of the regular remittances, and forward only sixty or seventy per cent. of their proper contributions. While the provincial remittances have decreased, the Board's disbursements have increased. Exclusive of the Tls. 5,000,000 which had to be laid aside for the expenses of His Majesty's marriage, the Board had to disburse Tls. 6,000,000 for the Yellow River works in Honan, Tls. 2,800,000 for the sum in Shantung, Tls. 950,000 for cash coinage, and several hundred thousands of taels for the public works in Chihli. All these heavy disbursements have drained the Treasury of the accumulated savings of years. Up to the 15th of the third moon, the special funds remaining in the Treasury amount to Tls. 5,400,000 of which sum, Tls. 1,000,000 are to be paid as allowances to the army, Tls. 2,380,000 for the expenses of the frontier garrisons in the three Eastern Manchurian provinces of the Amur, Kirin, and Feng-tien. Deducting these two items there is left in the treasury only Tls. 1,230,000, while of the general funds the last tail has been expended. It will be some time before the annual remittances from the provinces will arrive. In the meanwhile the Board have no funds wherewith to make disbursements. It is proposed, therefore, in order to tide over the present emergency, to transfer the residue of the special funds to the general fund. In addition to it, the opium *tsin* receipts, as much of it as may be in the hands of the Board, may be used. These receipts amounted during last year from the 1st to the 11th moon to Tls. 1,000,000, after deducting what the provinces retained for coast defence and other public purposes. Aids from adopting these unusual measures for meeting these emergencies, the memorialists recommend that the provincial authorities might be urged to hasten their remittances in order to restore the treasury to a more satisfactory footing.—*Shih Pao*.

Comparisons are odorous," says the *Shih Pao*, but still one cannot see the four fine new ships from Germany and England without wondering whether the high speed and heavier armament on a smaller tonnage do not give the palm to the Armstrong boats, despite the belted sides of the Steamer cruisers, which some prefer to the curved steel decks of the other ships. However, the quarrel is a very pretty quarrel as it stands, and we should only spoil it by trying to explain it, especially in the delicate state of international relations in North China!

At 2 o'clock that afternoon the squadron weighed and stood to sea in column of divisions, line ahead, leaving, however, the *Tsai-qua* behind negotiating a little difficulty with her anchor gear. As the ship stood along in a perfectly calm sea it was interesting to watch the bow waves thrown off by the different ships. The ironclads with their bluster entry carried naturally some body of water in front of them. The Steamer cruisers made fairly clean work of it. The Newcastle ships clew'd the water with great ease, a low, parted way being thrown off with a minimum of resistance; but the old Armstrong cruisers had an entry like a knife edge, and on the other hand, the *Tsai-qua* laboured along, dispelling an enormous body of water, which rolled greatly. As the Newcastle ships clew'd the water with great ease, a low, parted way being thrown off with a minimum of resistance; but the old Armstrong cruisers had an entry like a knife edge, and on the other hand, the *Tsai-qua* laboured along, dispelling an enormous body of water, which rolled greatly.

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